

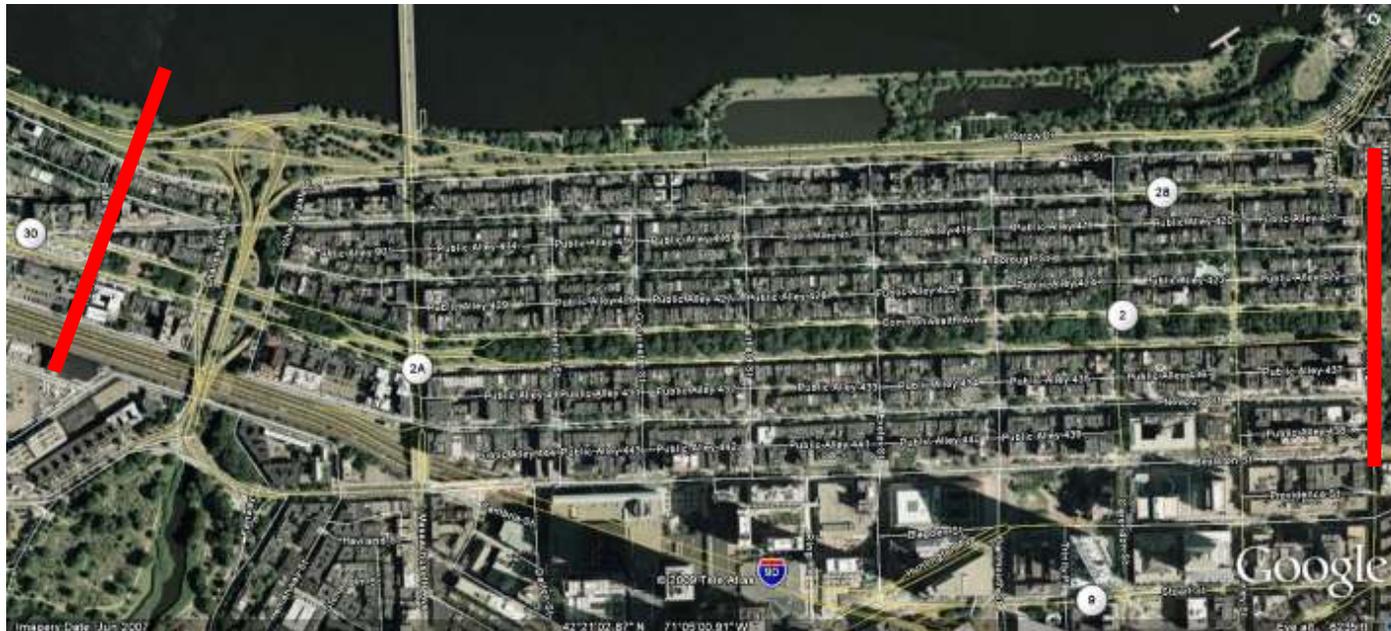
# **Commonwealth Avenue Proposed Roadway Improvements**

**Boston Public Library,  
Monday August 31<sup>st</sup>, 2009**

1. **Overview**
2. **Typical Cross Section**
3. **Charlesgate**
4. **Mass Ave**
5. **Arlington St**
6. **Comments & Questions**

# Project Description

- Project Purpose: Improve Bicyclist Accommodations and Roadway Safety
- Limits: Kenmore Square to Arlington St



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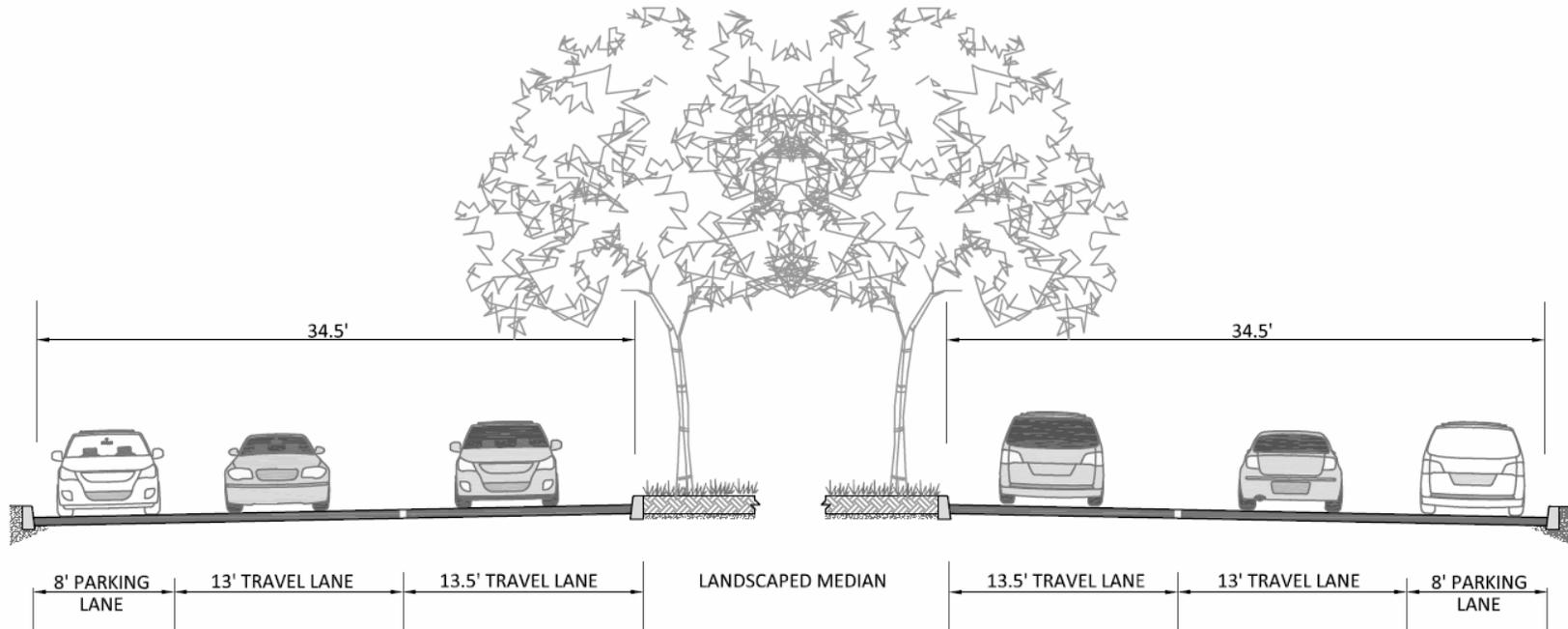


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- Limits: Kenmore Square to Arlington St



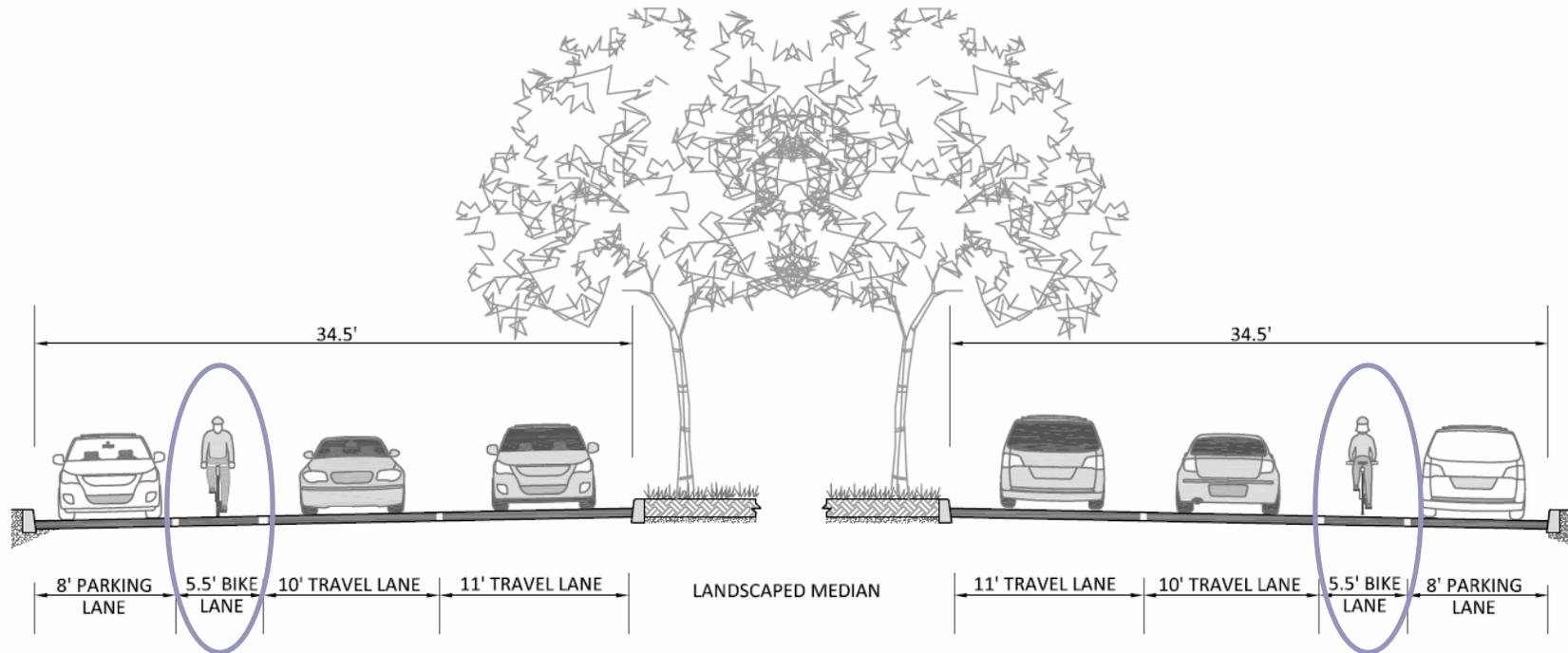
# Existing Conditions



EXISTING CONDITIONS OF COMMONWEALTH AVENUE  
BETWEEN HEREFORD STREET AND ARLINGTON STREET  
LOOKING EAST

# Right Side Bike Lane

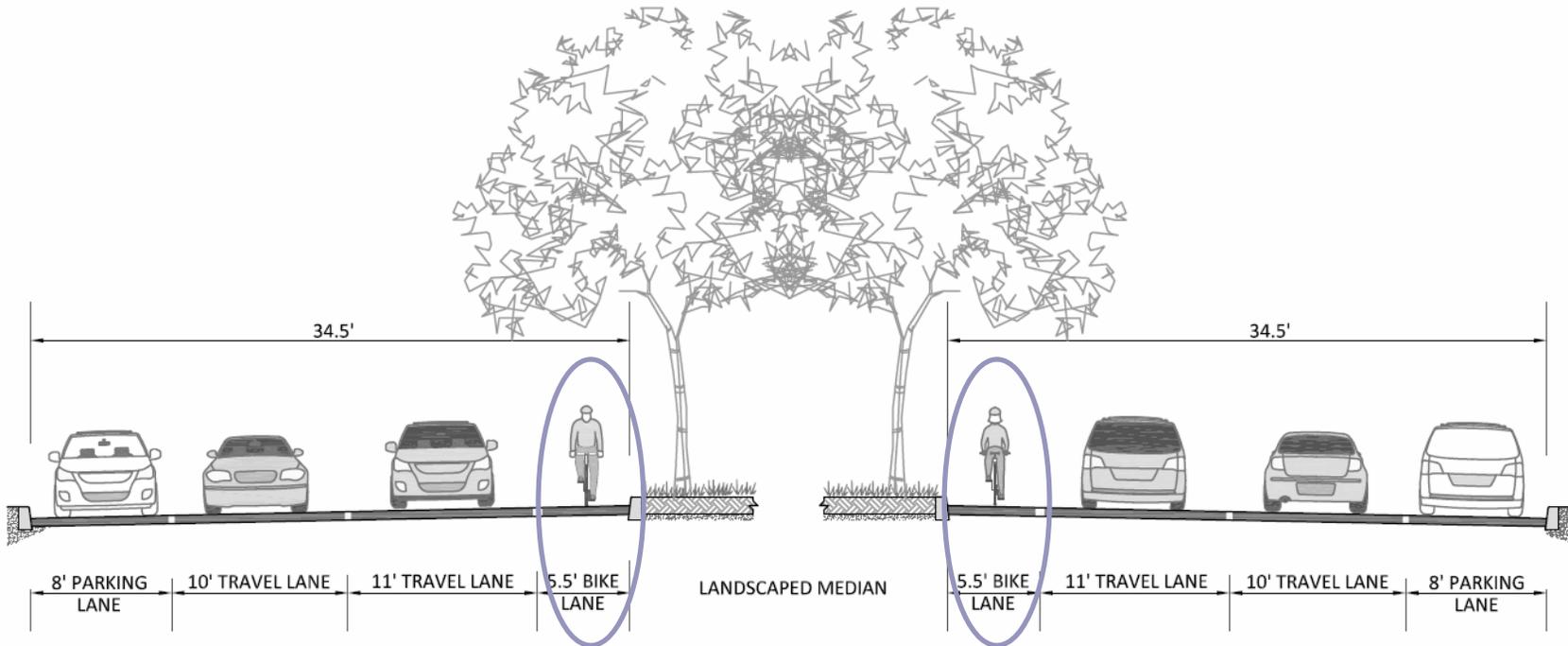
## Hereford Street to Arlington Street



PROPOSED CONDITIONS OF COMMONWEALTH AVENUE, RIGHT SIDE OPTION  
BETWEEN HEREFORD STREET AND ARLINGTON STREET  
LOOKING EAST

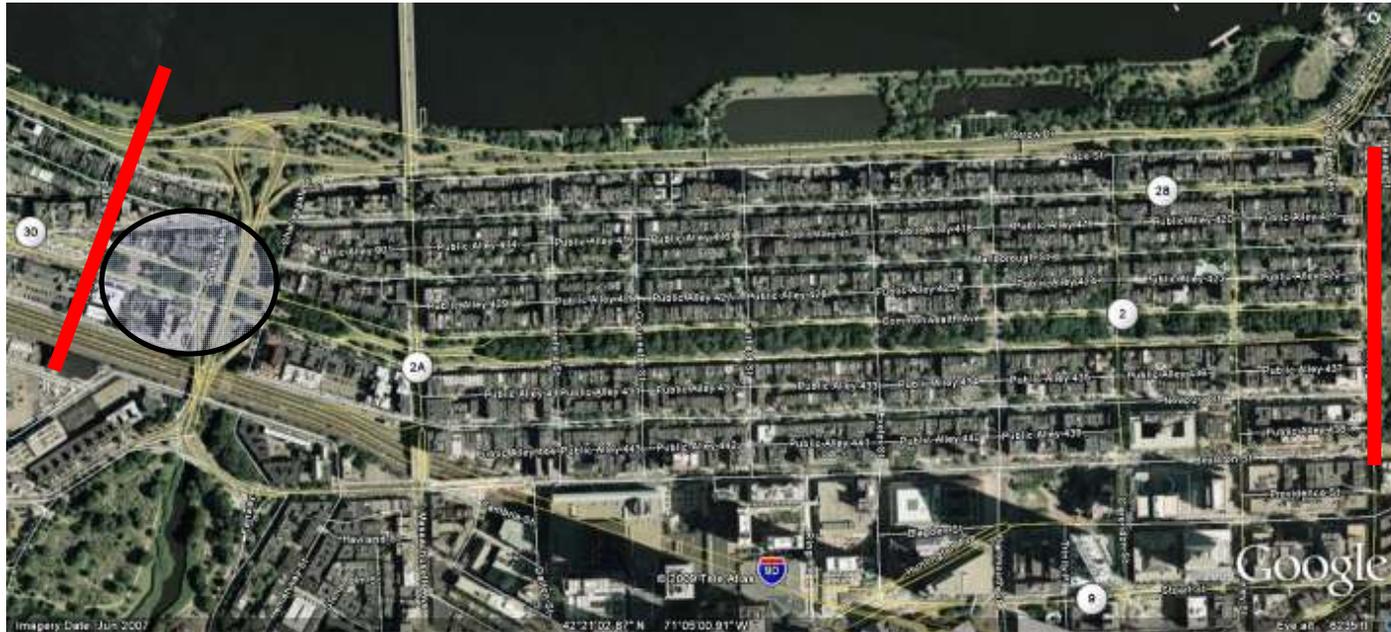
# Left Side Bike Lane

## Hereford Street to Arlington Street



PROPOSED CONDITIONS OF COMMONWEALTH AVENUE, LEFT SIDE OPTION  
BETWEEN HEREFORD STREET AND ARLINGTON STREET  
LOOKING EAST

# Bowker Overpass





# Eliminating 1 Vehicle Lane

Eastbound Kenmore St to Charlesgate West



**Table 7. Comparison of Existing and Proposed Conditions  
Level of Service Summary**

Intersection	a.m. Peak Hour		p.m. Peak Hour	
	Existing	Proposed	Existing	Proposed
Beacon Street/Charlesgate West/ Bay State Road	D	D	D	D
Beacon Street/Charlesgate East	B	C	C	C
Commonwealth Avenue Westbound/ Charlesgate West	A	B	B	C
Commonwealth Avenue Westbound/ Charlesgate East	C	C	D	D
Commonwealth Avenue Eastbound/ Charlesgate West	B	B	B	B
Commonwealth Avenue Eastbound/ Charlesgate East	B	C	D	D

Shading indicates a decrease in level of service from the previous condition.

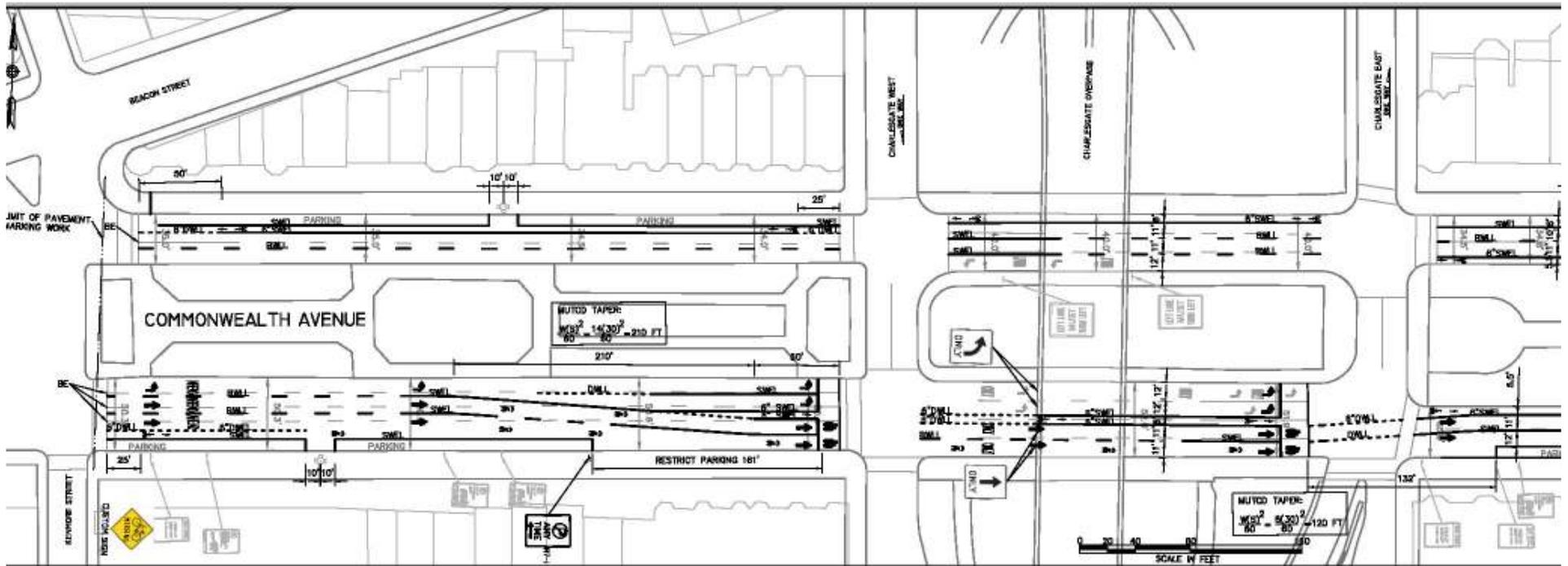
**NOTE: Adjusted Traffic Volumes**

The study area intersections are less than a half-mile from Fenway Park and experience additional traffic during Boston Red Sox games. HSH examined the ATR data for weekday home games and weekday away games and determined that a.m. peak traffic is 4% higher and p.m. peak traffic is 16% higher on days when the Red Sox play in Boston. In order to adjust the turning movement data, which was collected while the Boston Red Sox were out of town, HSH factored up the turning movement volumes by those amounts to account for a “worst-case scenario.”

# Analysis

- Dropping one vehicle lane from Kenmore St to Charlesgate West feasible
- Dropping one vehicle lane from Mass Ave underpass feasible
- Overall Vehicle LOS remains relatively unchanged
- Providing bike lane improves bicycle LOS
- No change to pedestrian LOS
- Loss of 8 parking spaces approaching Charlesgate West recommended to reduce weaving and merging movements by motorists

# Left Side Bike Lane Approach Charlesgate West to Charlesgate East



Shifting vehicle lanes requires parking restriction approaching Charlesgate West

# Bike Boxes

## BIKE BOXES

- Increase safety when drivers are making right turns by allowing cyclists to move in front.
- Increase safety by coloring the bike lane through the intersection.
- Increase safety by reminding motorists to be alert for cyclists.



**CYCLISTS ARE EASILY SEEN BY MOTORISTS  
REDUCING THE RISK OF "RIGHT-HOOK" COLLISIONS.**

**.823.CYCL [2925] ■ Portland Bicycle Hotline**

# Mass Ave & Underpass



# Underpass at Mass Ave

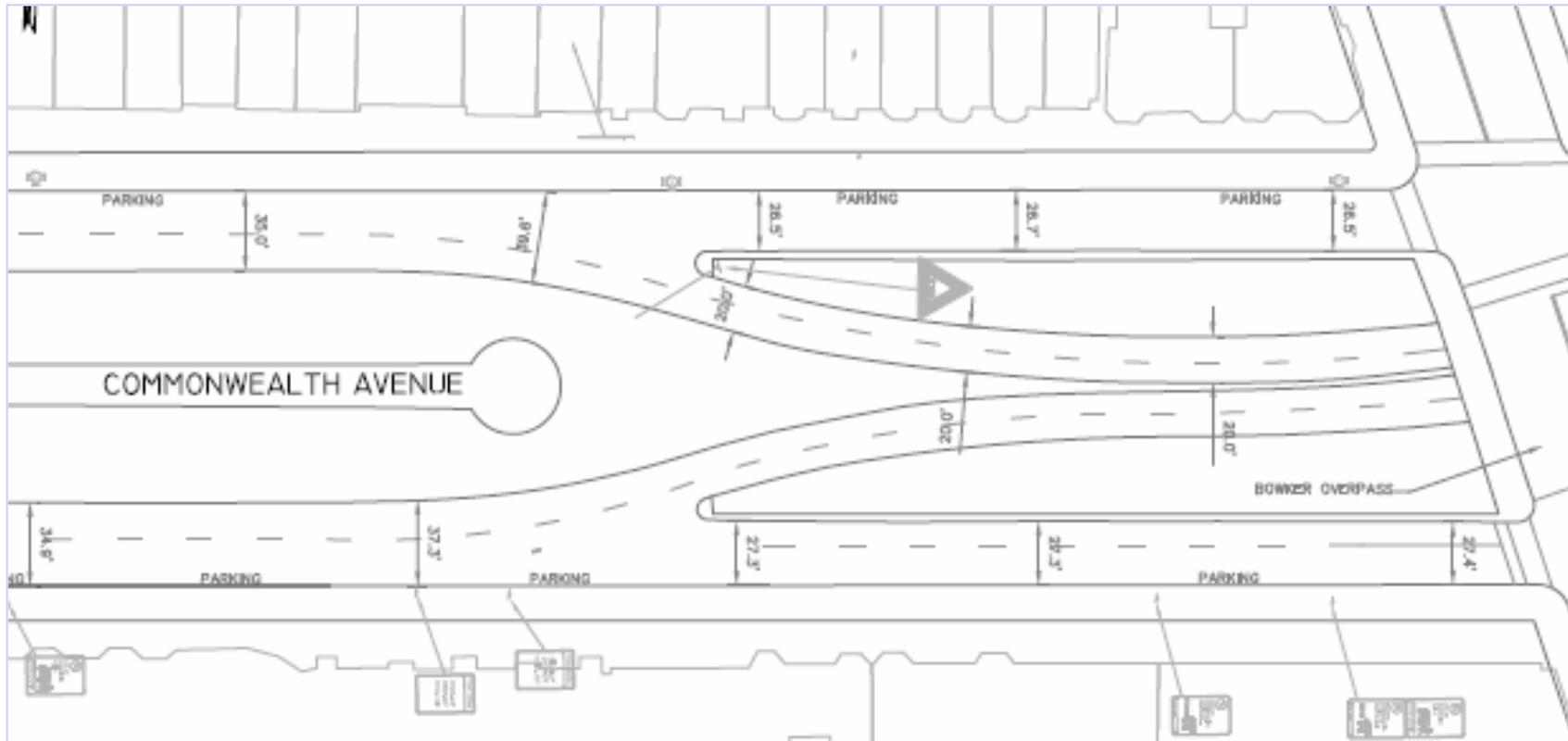
Table 1. Existing Lane Usage

Roadway Segment	Left Lane	Middle Lane	Right Lane
Beacon Street west of Charlesgate East	15.7%	66.0%	18.3%
Commonwealth Avenue EB at Massachusetts Avenue underpass	68.3%	n/a	31.7%
Commonwealth Avenue WB at Massachusetts Avenue underpass	65.8%	n/a	34.2%



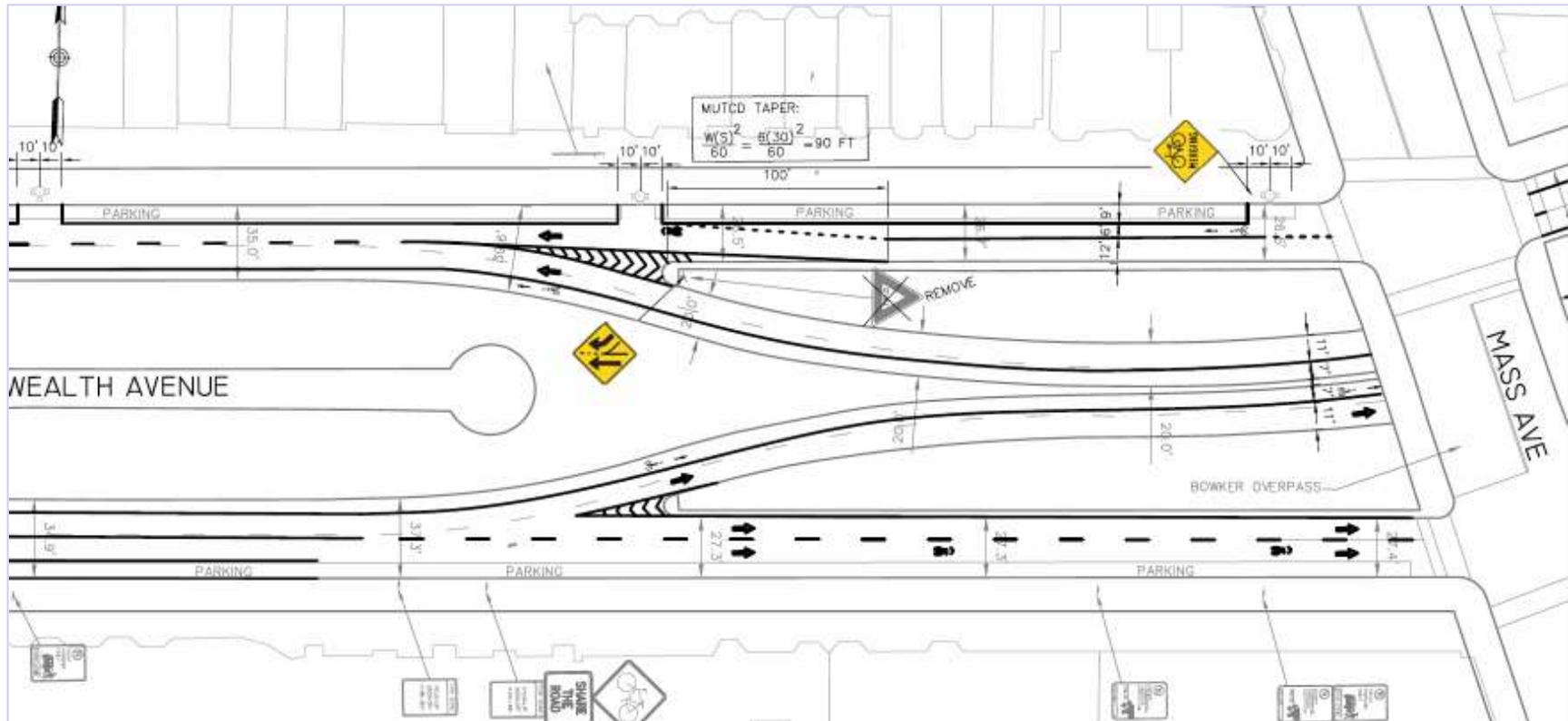
# Existing Conditions (Underpass)

## Charlesgate East to Hereford Street



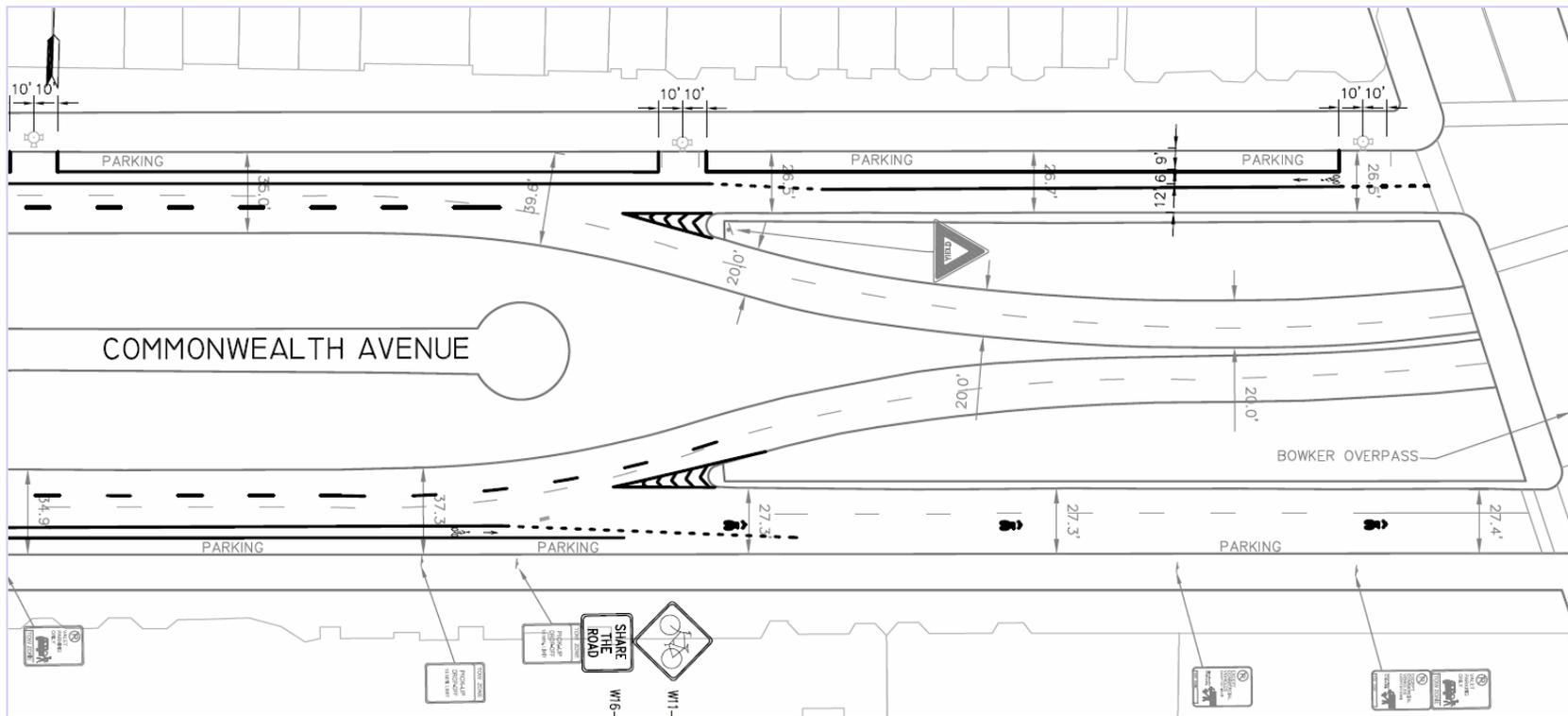
# Left Side Bike Lane (Underpass)

## Charlesgate East to Hereford Street

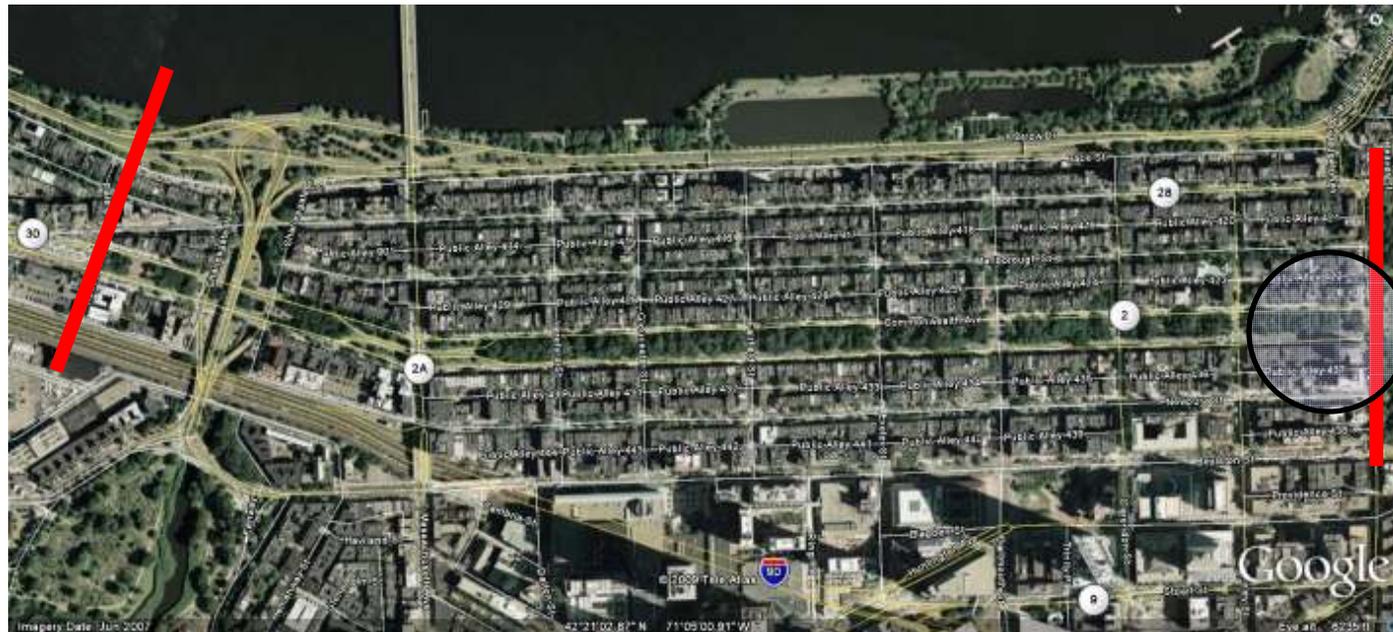


# Right Side Bike Lane (No Underpass)

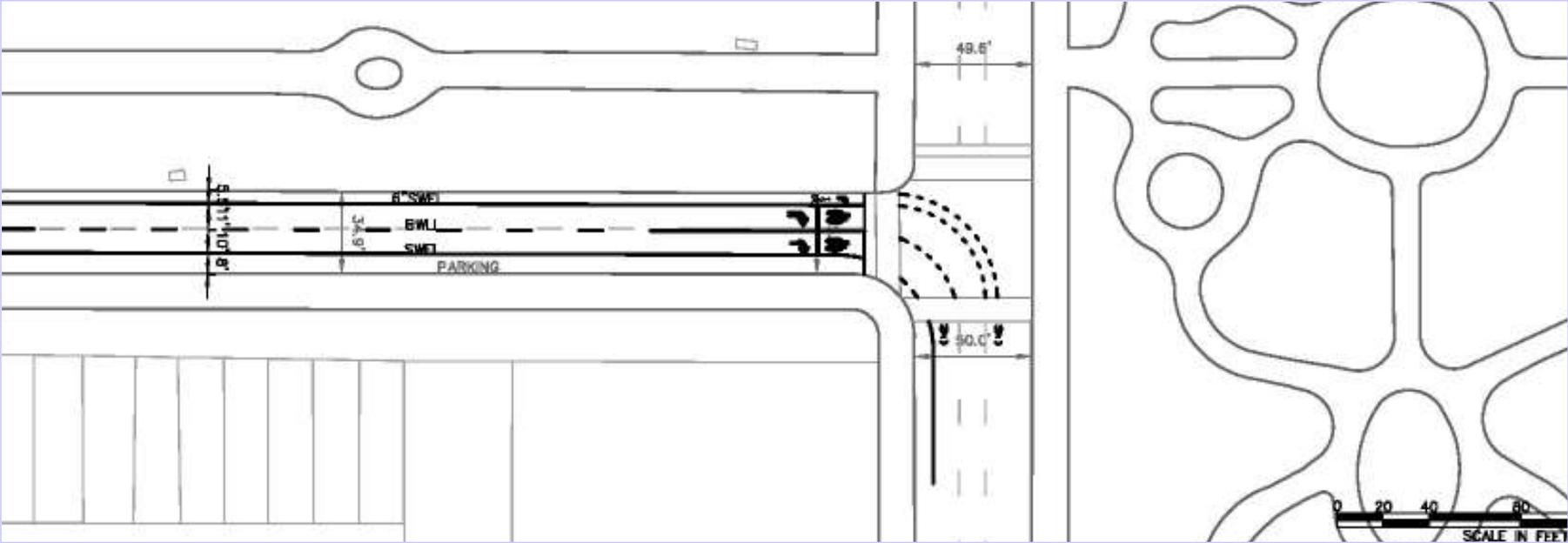
## Charlesgate East to Hereford Street



# Arlington St.



# Arlington St.



# Signs



**SHARE  
THE  
ROAD**



# Questions & Comments